

LUSITANIA'S BOATS NOT WELL HANDLED

Two Sank for Need of Plugs,
Others Never Unlashed,
Inquiry Shows.

SECOND TORPEDO SEEN

LONDON, June 17.—To-day's inquiry into the sinking of the Lusitania brought forth testimony that at least two lifeboats, filled with passengers, had sunk before they were properly plugged. It also was testified that several of the collapsible boats were tightly lashed to the ship's deck, even after the Lusitania had entered the danger zone, and that for this reason they were of no use when the steamer went down.

Some of to-day's evidence, moreover, showed that Staff Captain Anderson countermanded the orders of Capt. Turner and directed women and children to leave the boats they already had entered, saying that there was no danger and that the steamer would not sink.

The inquiry was concluded late this afternoon. There will be, however, some additional testimony, taken in camera, in reference to the navigation of the steamer.

NEW TORPEDO.

It was developed, on the testimony of Seaman O'Neill, who has been in the British navy, that a torpedo approached the Lusitania from the port side, missing her and passing at her stern. This would indicate that a second submarine was lying on the other side of the steamer.

O'Neill's testimony was corroborated by a fellow seaman, who said that he recognized the wash of a torpedo from the port side. Sir Edward Carson, the Attorney-General, expressed his conviction, based on this testimony, that a second submarine was lying in wait for the Lusitania in case the first submarine should not find the job, but Baron Mersey, the presiding judge, said that he believed O'Neill must have been mistaken.

Capt. W. T. Turner was recalled and asked why the collapsible boats were not freed from their chocks. He replied that he feared the boats would slide about when the ship listed and force passengers overboard. The captain further admitted that some boats were strapped on top of others.

Chief Carpenter Robertson was asked by the attorney for a relative of one of the victims if, in view of testimony that one of the boats sank so badly that two of the occupants had drowned, the boats had been in good condition. He replied that he believed them to be in satisfactory condition.

Several persons testified that no lifeboats were available on deck. Bertram Jenkins of New York said that he remembered this fact several times to fellow passengers.

That you did not see them, I will believe," commented Baron Mersey, "but that they were not there I cannot believe."

One witness said that he had aided in lowering a boat full of women and children which leaked so badly on entering the water that it sank. He was asked if the boat had been damaged while passing over the ship's side, and replied that he was not aware of such an occurrence.

R. A. Thomas, the Welsh coal operator, who was on the Lusitania, was of the opinion that some of the crew did not obey the captain's orders to attend first to the rescue of women and children, but attempted to save themselves.

41 Per Cent. of Crew Saved.
After Mr. Thomas's testimony Baron Mersey asked for the percentages of those saved. The figures were produced and showed that of the crew 41 per cent. were saved, 36 per cent. of the women were saved. Of the passengers 28.8 per cent. of the men and 28.6 of the women were saved, 27.1 per cent. of the children escaped.

Baron Mersey remarked, after these figures had been read, that they seemed to show that the Lusitania was not a very safe ship, but that the crew had been more concerned over their own safety than over that of the passengers.

Sir Edward Carson read a list of twenty-one questions submitted to the court. They asked whether there were any troops on board, whether the captain had received and executed any instructions from the admiralty in reference to navigation and whether any blame for the loss of the ship could be attached to the captain and the owners.

INTENDS TO PURCHASE ONLY NEUTRAL SHIPS

R. G. Wagner Explains Plan
for Transferring Vessels to
American Registry.

Insisting that the enterprise is financed solely by Americans, R. G. Wagner, president of the recently formed American Transatlantic company, with offices in the Whitehall Building, issued a statement last night explaining his plan for the purchase of foreign steamships and their transfer to American registry. He emphasized his intention to buy only vessels flying neutral flags.

Mr. Wagner's statement was issued following the circulation of a rumor from Washington that the Department of Commerce had disapproved registry transfers granted two steamships by the United States Consul at Copenhagen and one granted by the Consul at Christiania.

An investigation made in Washington was said to have shown that although several vessels intended to be placed under protection of the United States flag now fly the emblem of Denmark, they had been owned until recently in other countries and some had flown the German flag. Washington officials were said to believe also that Hugo Stinnes, said to be the owner of a fleet of German steamers, was the capitalist of the American Transatlantic Company.

The investigation was said to have shown that the ships—from eight to twelve—were purchased recently by Albert Jensen, who, it is stated, has been arrested in Denmark, charged with violating Danish neutrality in shipping contraband copper from Norway to Germany. Without mentioning Jensen's name, Mr. Wagner, in his statement, explained his connection with the enterprise.

After returning recently from a trip to Denmark, Mr. Wagner says, he learned that the Danish authorities had detected in the ownership of some of the ships purchased "had become involved with the Danish Government."

Mr. Wagner then went to Washington and explained the situation to the Commissioner of Navigation, promising to eliminate this objectionable person from the company.

Mr. Wagner says he is awaiting the commissioner's final decision on his application for American registry. He has given assurance, he says, that stock subscriptions will be accepted from American citizens only, and a written guarantee that the ships will not be used "to cause embarrassment to the United States Government."

NEW WAR HERO AND U. S. WRITER FALL TO DEATH

Continued from First Page.

the staff of the New York Evening Post, with which he remained until 1900, serving for some years as the Post's Washington correspondent. He became an assistant editor of McClure's Magazine in 1900, was a staff writer for World's Work for a time and since 1904 he had done general magazine work for numerous periodicals.

Mr. Needham's work as a close observer and reporter of various conditions gained for him the confidence of Col. Roosevelt when the latter was President and Mr. Roosevelt appointed him in 1908 a special commissioner to investigate labor and housing conditions in the Canal Zone. In 1910 Mr. Needham was correspondent for Collier's in connection with Col. Roosevelt's foreign tour. During Mr. Roosevelt's administration Mr. Needham was known as a member of the President's "tennis cabinet."

Mr. Needham was married on September 4, 1899, to Miss Mabel Alexander of Ithaca, N. Y. Mrs. Needham secured a divorce in 1909 and her husband was married on December 28, 1910, to Miss Master, a writer and instructor in dramatic literature in the Western State Normal College, at Kalama, Mich. Their home is at Wyncoffe, Pa. Mr. Needham has a daughter, the child of his first wife.

Mr. Needham was a member of the Players Club, the Franklin Inn Club of Philadelphia and the University and National Press clubs of Washington.

Mrs. Needham Prostrated.

GRAND RAPIDS, Mich., June 17.—Mrs. Henry Beach Needham, wife of the writer who was killed in an aeroplane plunge near Paris, was prostrated with grief when she received news of the tragedy, the home of friends in this city to-day.

PANIC IN KARLSRUHE.

Residents Terrified When Allied Aviators Came.

Special Cable Dispatch to The Sun.

BERLIN, via London, June 17.—The Koelnische Volkszeitung prints the following:

SINGER SAYS GERMANS CUT OFF TINY HANDS

Miss Partington Tells of Seeing Mutilated Belgian Children in Italy.

Miss Phyllis Partington, a dramatic soprano of San Francisco who arrived yesterday from Naples by the Italian liner Europa, said she had been convinced by her personal experience in Milan that at least one of the stories of German mistreatment of Belgians by Germans in the early part of the war was true. She asserted that when she was riding in a car in Milan she sat next to a Belgian woman with two little girls, 6 and 8 years old respectively, who wore long white cloaks which entirely concealed their arms.

The Belgian woman had been several months in Italy and spoke imperfect Italian. Miss Partington asked if she believed the stories about the mutilation of Belgian women and children by German soldiers. The woman said she had reason to know that the stories were true as her own children had their hands cut off by German officers.

Thereupon, according to Miss Partington, the mother raised the long cloaks of the little girls and showed that their hands were missing. The women were saved, 27.1 per cent. of the children escaped.

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lowing account of the recent air raid on Karlsruhe:

"A single aeroplane was seen approaching the city at 6:30 A. M. No body paid any attention to it, supposing that the aviator was a German. Suddenly, however, the sharp buzzing of aeroplane propellers sounded from several sides and a number of aircraft were seen approaching at high speed. Crowds gathered in the streets and watched the machines, still not suspecting that there was any danger.

"Soon the sirens began to hoot and the anti-aircraft guns stationed in the city began to open fire. The aeroplanes straightway dropped bombs, sparing no part of the city. Crash followed crash. The boom of heavy explosions came from the east, the west, the north and south. The inhabitants, blind with panic, rushed into the houses and cellars, leaving the dead and wounded lying in the streets.

"Bombs fell close to the Grand Ducal Palace. The greatest havoc created was at the Hotel Germania, and in Karl Friedrich strasse, where seven persons and several horses were killed.

"The alarm disappeared at about 8 o'clock after which the inhabitants slowly ventured forth from their houses and gathered in the places where people had been killed and damage had been done."

French Aviators Raid Brussels.

Special Cable Dispatch to The Sun.

AMSTERDAM, June 17.—French aviators paid another visit to Brussels early yesterday, according to a despatch received by the Handelsblad. It was reported that they were seeking to destroy the Zeppelin sheds and hangars, for they dropped many bombs in that vicinity, but without making any hits. The on-air gunners were turned on the aeroplanes, all of which escaped.

German Coast Bases Damaged.

LONDON, June 17.—The German positions at Zebrugge, Heyet and Knocke were bombed by British aviators last night and heavy damage was done, according to a message from Amsterdam. The aviators returned to their base safely.

At Least One Indictment Expected to Be Returned To-day by U. S. Jury.

The Federal Grand Jury has progressed so far in its investigation of an alleged conspiracy to defraud the United States by the use of the Lusitania affidavits that at least one indictment is expected to be returned to-day. It is felt that sufficient evidence has been produced to show that the Lusitania did not carry guns and that Gustav Stahl's affidavit, the principal one used by the German authorities, was false. Stahl is now in the Tomb, charged with perjury.

Four witnesses were called by Assistant United States District Attorney Roger B. Wood at yesterday's session of the Grand Jury. One of these, Daniel Jenney, is believed to have given important testimony tending to contradict the statements made by Stahl. Jenney, who was called to the stand after he moved to this city from Hoboken and knew much about the relationship existing between Stahl and the two Harbinger brothers and Paul Koenig of the Hamburg-American Line.

Jenney, it is understood, told a story to the effect that Stahl never boarded the Lusitania and that he made out the affidavit for the German agents largely for the purpose of getting money from them. The other testimony, that of three customs inspectors, was believed to have included their inspection of the torpedoed liner.

Two watchmen on the Cunard pier and an officer of the Cunard Line will be called this morning. After the indictment, which is expected to-day, the Government officials will devote their energies to the German secret agents believed to have been responsible for the affidavit made by Stahl and others.

SMALL BRITISH SHIP SUNK.

Submarine Attacks Another, but Falls to Sink It.

LONDON, June 17.—The British steamer Trafford has been torpedoed and sunk by a German submarine in St. George's Channel. The crew was saved. The Trafford was of 234 gross tons, and was owned in Liverpool.

Before the Trafford was attacked the same submarine had stopped the British steamship Turnwall, of 424 tons, from Liverpool for New York, and boarded her. Bombs were placed in her hold and the crew ordered to leave the ship. The Trafford then came into sight and the submarine departed hastily, not waiting to observe the effect of the bombs.

They exploded, but did not do great damage. The crew reboarded the steamer and by working all of the pumps at full pressure managed to reach Milford Haven, Wales, having picked up the crew of the Trafford on the way.

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ALLIES OPPOSED TO PEACE MOVE NOW

Overtures by Germany Would
Be Regarded as Premature
by France and Britain.

LONG FIGHT PREDICTED

By the United Press.

LONDON, June 17.—Although an official statement is not procurable, I am authoritatively informed that the Allies, especially Great Britain, would regard any German peace overtures at this time as premature. Great Britain is determined to continue the war, at least until Germany is driven back upon her own territory. Any peace talk that has reached the United States certainly has not had its origin either in London or in any other capital of the Allies.

There are several reasons why Great Britain in particular intends to prosecute the war until the German grip upon Belgium and northern France has been shaken. Briefly, these are among the more important:

First—It is the firm belief here that Germany has reached and passed the high peak of her offensive efficiency. England believes that from now on the Kaiser must fight desperately on the defensive to hold what his armies have gained by the struggle. They have this belief upon the strength of line after line of strongly fortified works on both sides of the Planders-France battle-front. And England is certain that the longer the struggle the more certain will be the great resources of the Allies ultimately overwhelm the Kaiser's.

Fourth—England wishes to demonstrate that a citizen army, organized by volunteer enlistment, can cope successfully with what she calls "German militarism." The signing of a peace pact now, no matter how satisfactory its terms might be to the Allies, would leave the solution of the question of the ability of a "democratic" army still in doubt.

In support of the statement that Germany has passed the height of her offensive ability, it is pointed out here that since the dash into France last fall the Germans have been unable to make any appreciable progress on the Franco-Planders front. On the contrary they have been forced back at several points, notably north of Arras.

France Opposed to Peace Plan.

The German victory in Galicia is credited to a temporary shortage of shells in Russia. The same lack of munitions, it is admitted, has prevented France and England from launching an effective drive against the enemy. But the situation is now being remedied both in France and England, and within a short time the superiority in ammunition supply will shift from the Austro-Germans to the Allies.

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the fiery patriotism of France demands not a compromise but a decisive victory.

The English were slow in becoming aroused to the seriousness of the struggle, but once aroused they are determined to stay in with bulldog tenacity. There is no sentiment here for a peace agreement, no matter what it gives to the Allies, until Germany has first been decisively beaten on the field of battle.

SUBMARINE ATTACKS ANOTHER SUBMARINE

Italian Craft Torpedoed by
Austrian Undersea Boat,
Rome Announces.

Special Cable Dispatch to The Sun.

LONDON, June 17.—The Italian submarine Medusa has been torpedoed by an Austrian submarine. This announcement was made to-day at Rome by the Minister of Marine. Naval authorities say that it is the first time in submarine history that one submarine has sunk another and they rather marvel at the report, because in their opinions there are only two ways in which one submarine could sink another. Under the sea it is impossible for those in one submarine to see a similar vessel, as there is only a glimmer of light on the brightest of days that can penetrate the water and through the glass ports.

It is thought that the Medusa must have been at rest or moving slowly on the surface when the Austrian vessel came to the surface and the officer in charge was able to get a range and set his boat in position before those on the Medusa were aware of the enemy's presence. It is possible that the guns on the Austrian vessel sank the Medusa, but the report does not say how it was done.

Some are inclined to think that the Medusa just went under the surface when the Austrian let loose the torpedo, as the bulletin simply said that the Medusa was torpedoed and did not say it was lost or destroyed.

The Medusa was built in 1911 and displaced 241